

# Roosevelt to Downtown High-Capacity Transit Study



Public Open Houses  
December 9 & 10, 2015

# Our mission, vision, and core values

**Mission:** deliver a high-quality transportation system for Seattle

**Vision:** connected people, places, and products

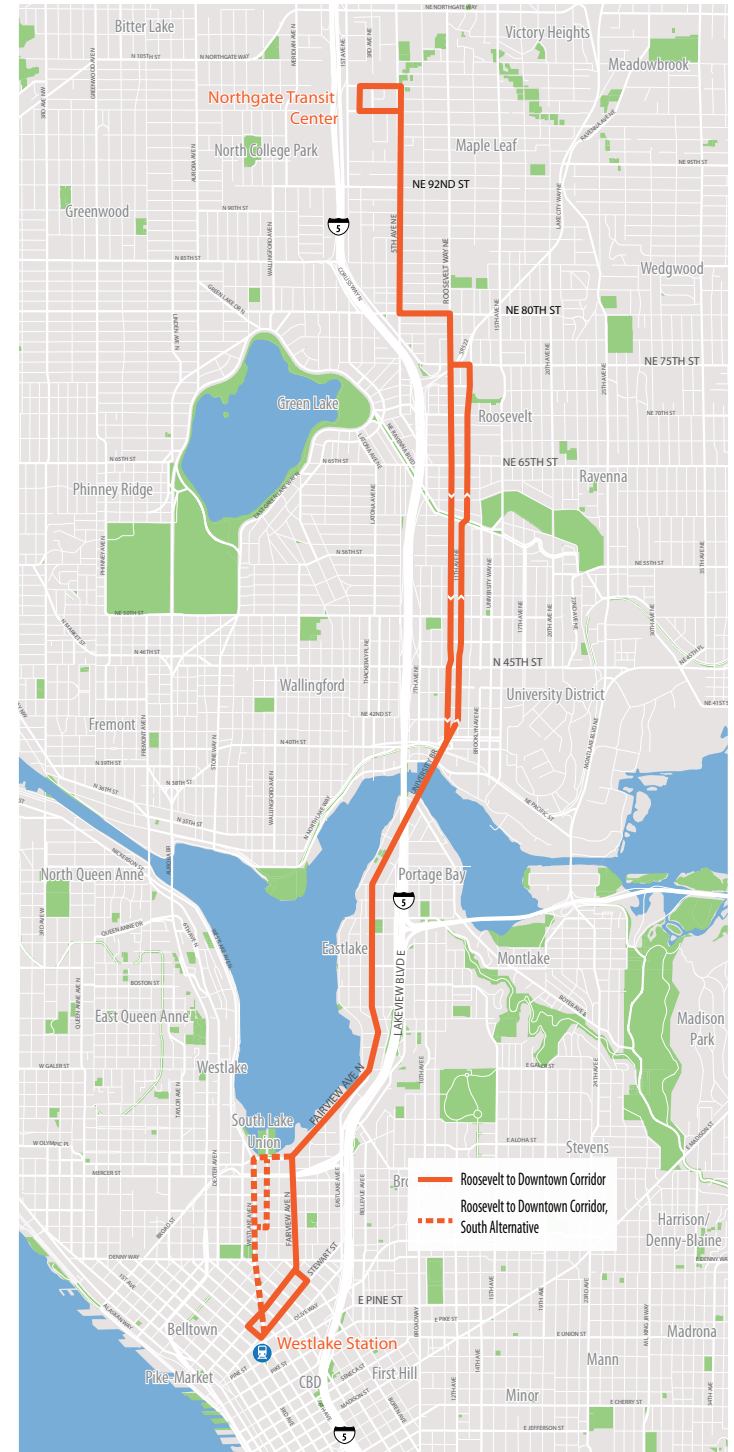
Committed to 5 core values to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For **all**

# Project summary

- Identified as top priority in 2012 Seattle Transit Master Plan
- Connects Downtown, South Lake Union, Eastlake, U District, Roosevelt, Maple Leaf and Northgate
- Identified in Move Seattle Levy as a RapidRide Plus Corridor



# Progress to date

- Existing conditions documented (on website)
- Mode analysis completed (on website)
- Public open houses held on existing conditions and mode analysis (May 2015)
- Identified Bus Rapid Transit features (Fall 2015)



# Updated Timeline

**December 9 & 10:** RDHCT Open Houses (second round)

**December 9** – TOPS in Eastlake

**December 10** – UW Tower in University District

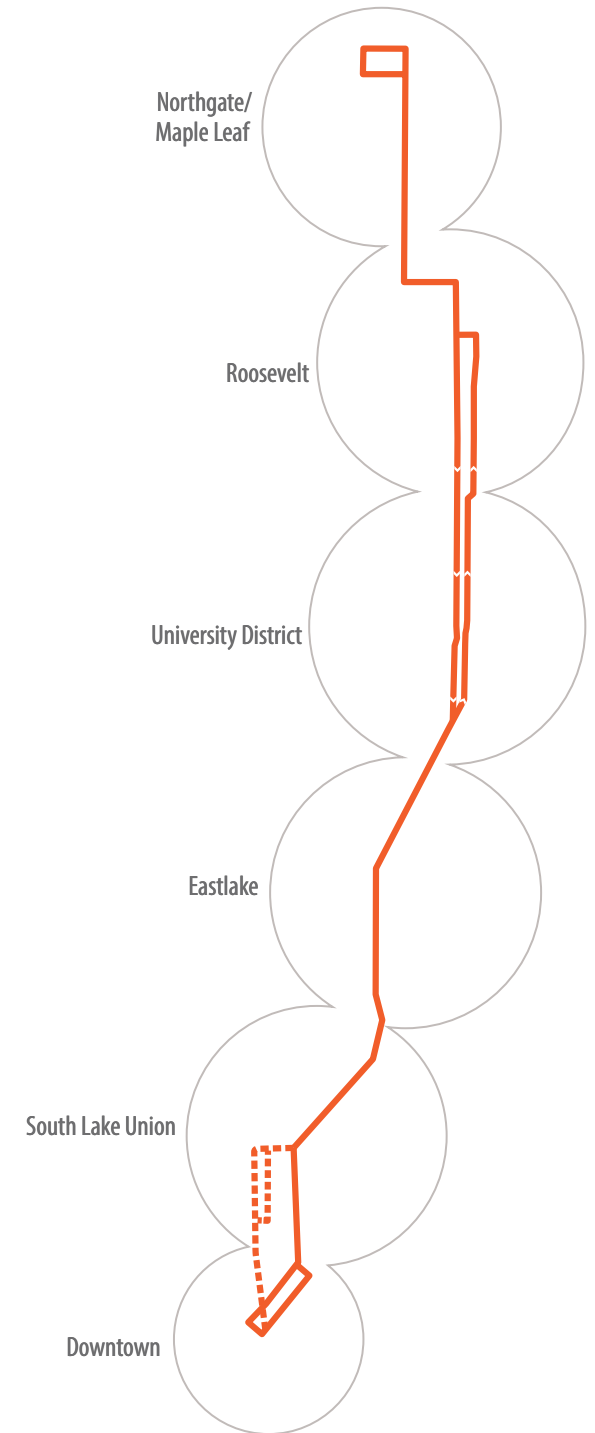
**January - March 2016:** Review Public input and analyze BRT improvements

**March 2016:** Recommend a BRT Corridor Concept

**Second Quarter 2016:** Complete 10% Concept Design and current phase of the project

# Project purpose and need

- Improve transit service
- Improve conditions for people biking and walking
- Meet transit mode share goals
- Strengthen the north-south connection
- Serve growing population and employment centers

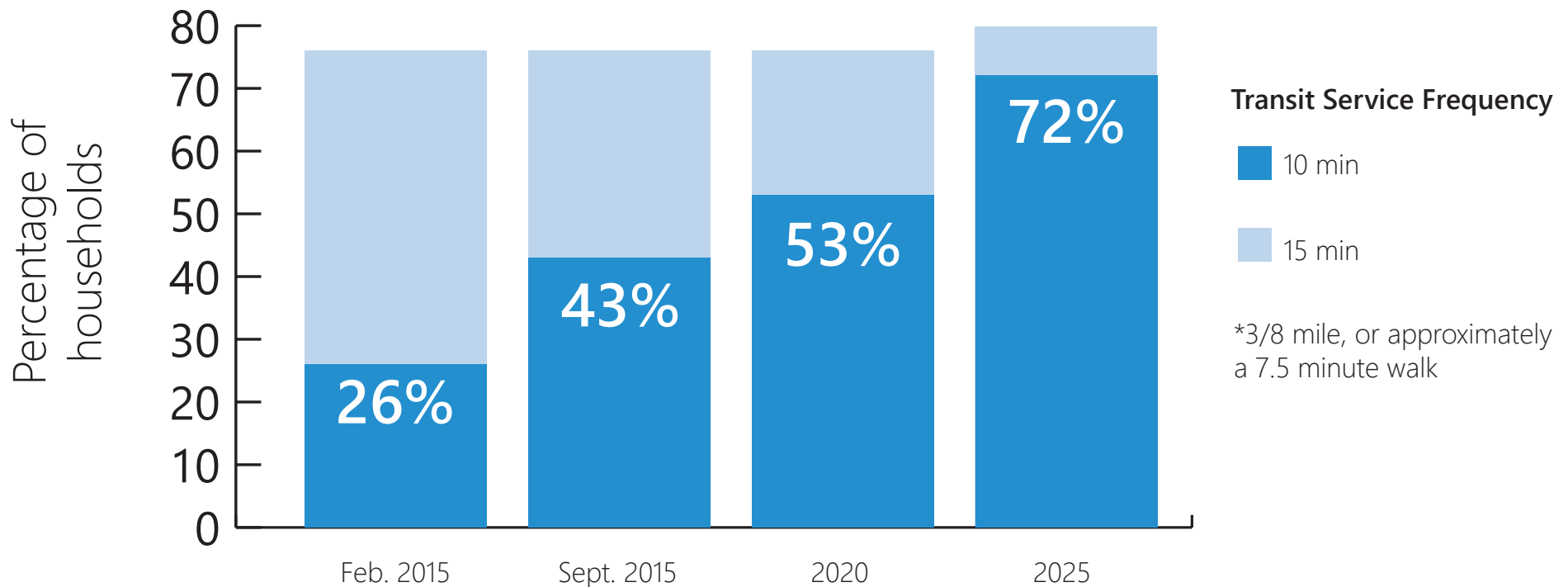


# BRT Network Plan

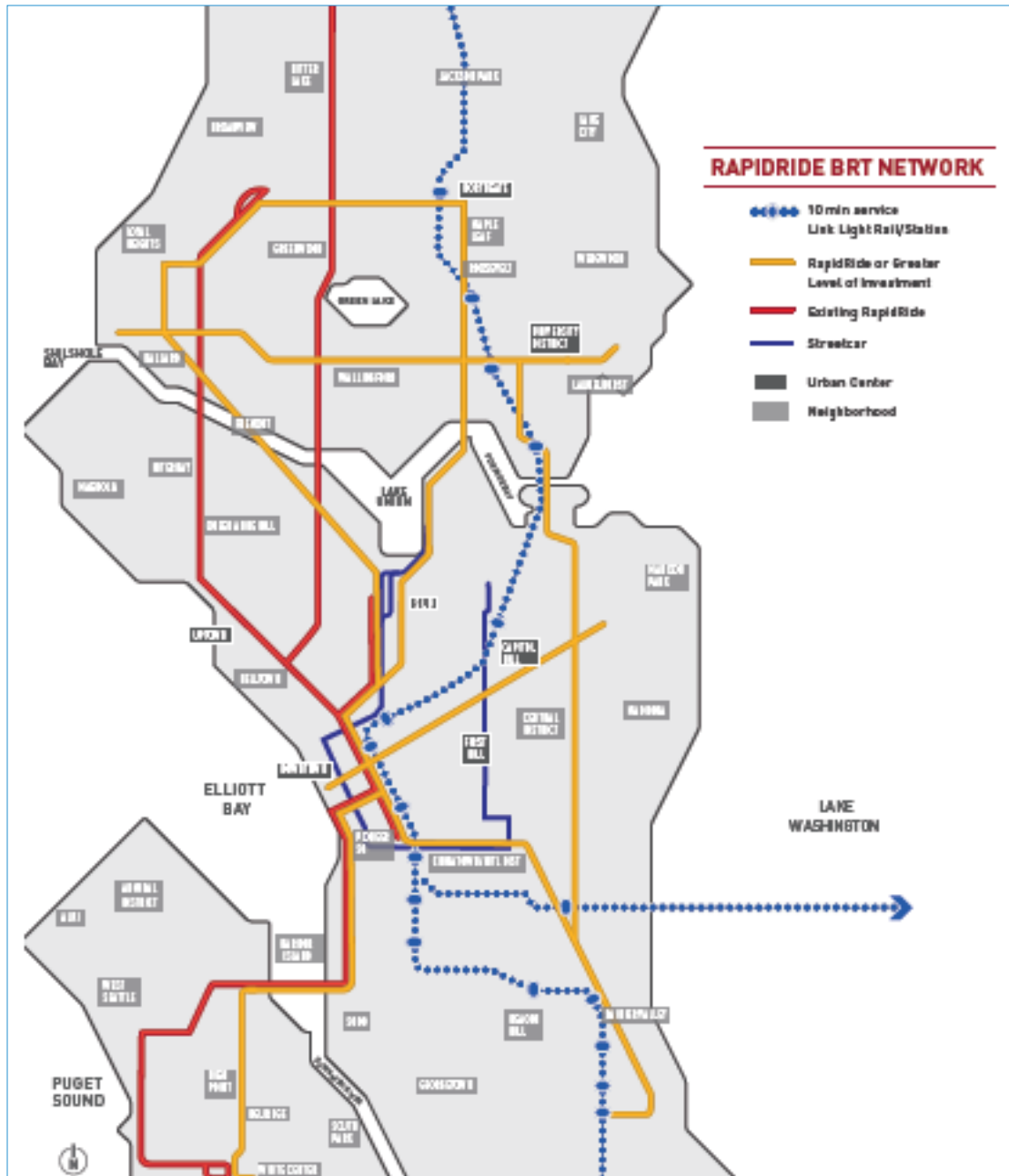
## Move Seattle Transit Promise:

Provide 72% of City residents with 10 minute or better all-day transit service, within a 10-minute walk from their home

### HOUSEHOLDS WITH TRANSIT SERVICE WITHIN CLOSE WALKING DISTANCE\*



# BRT Network Plan





# BRT Network Plan

## ELEMENTS OF BUS RAPID TRANSIT



### A TRANSIT SIGNAL PRIORITY

Intersection improvements including transit signal priority (TSP) allow buses to bypass congestion. TSP does so by giving buses earlier and/or longer green lights.



### B BRT BRANDING

Unique designs make buses and stations more visible, raising awareness of BRT and increasing customer expectations for higher levels of service.



### C ENHANCED STATIONS

BRT stations include raised platforms, off-board fare payment, real-time arrival information, larger shelters, and other passenger amenities.



### D ENHANCED FARE COLLECTION SYSTEMS

Off-board fare collection using ticket vending machines, card readers, and other tools at stations allow passengers to load without waiting in line to pay their fares.



### E SPECIALIZED VEHICLES

Custom buses provide more capacity, more doors, and lower floors for easier loading and unloading, and unique designs.



### F DEDICATED RUNNING WAY

Bus-only lanes separate transit from traffic and are clearly marked to increase visibility.



# Levels of BRT

- RapidRide
- Targeted Investment
- Full BRT

# RapidRide

Incorporates design elements based on the existing Metro RapidRide service, including:

- Curb-running service
- Right-door loading articulated vehicles
- Stop consolidation
- Transit signal priority and communications
- Enhanced stations
- Station area pedestrian enhancements



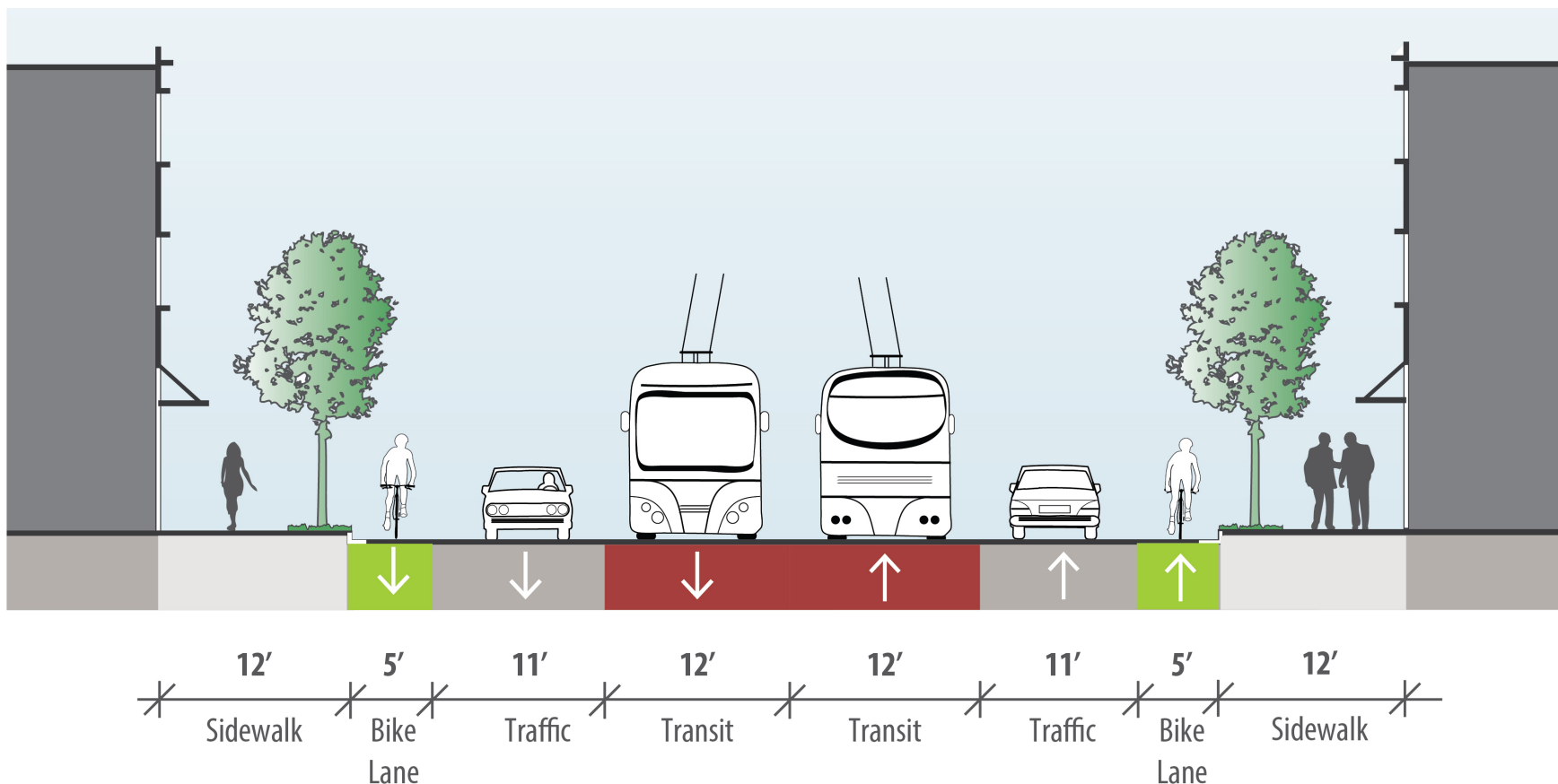




# Full BRT

Incorporates all the benefits of Targeted Investments plus:

- Median-running service
- Major roadway changes
- Redistribution of right-of-way allocation by mode
- Major parking and access modifications



# Open House Stations

- **Visit the following stations:**
  - Corridor-wide summary, BRT concepts, and BRT station design and location
  - Downtown & South Lake Union
  - Eastlake
  - Roosevelt & University District
  - Northgate & Maple Leaf
- **Learn about potential improvements and share your thoughts and insights**



# Questions?

Alison.townsend@seattle.gov | (206) 233-3780  
[seattle.gov/transportation/roosevelthct.htm](http://seattle.gov/transportation/roosevelthct.htm)

[www.seattle.gov/transportation](http://www.seattle.gov/transportation)

